

**MAY 4, 2020**

**780-5227**

**SENT BY E-MAIL:**

**C/O CRAIG.SCARLETT@MATTAMYCORP.COM**

Transportation and Works  
201 City Centre Drive, 8<sup>th</sup> Floor  
Mississauga, ON L5B 2T4

**Attention: Gregory Borys, C.E.T.  
Traffic Planning Technologist**

**Ryan Au, P.Eng.  
Traffic Planning Coordinator**

**Ashlee Rivet, BES, MCIP, RPP  
Planner, Development South**

**RE: RIGHT-OF-WAY JUSTIFICATION  
PART OF LOTS 6, 7, 8 & 9 CONCESSION 9  
DRAFT PLAN OF SUBDIVISION 21T-M 19003 & 21T-M 19004 W10  
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL**

Dear all,

The City of Mississauga has requested that a justification of right-of-ways (ROWs) be provided in support of the Part of Lots 6, 7, 8 & 9 Concession 9 Draft Plan of Subdivision Application to present the proposed ROWs and cross-sectional elements of the internal roadways within the development. The development is divided into two Draft Plans: the North Draft Plan (21T-M 19003) and South Draft Plan (21T-M 19004 W10). **Attachment A** contains the Draft Plans. This ROW Justification is in support of the North Draft Plan application.

This letter presents the proposed ROWs and cross-sectional elements to be incorporated into the proposed North Draft Plan. The scope of work for this letter has been completed in conformance with the Terms of Reference provided by the City (see **Attachment B** for correspondence).

This ROW Justification has been divided into two parts:

- Plan views and descriptions for public transit facilities, pedestrian facilities, cycling facilities, on-street parking and curbside management, and traffic calming; and
- Cross-section details for each street.

## **1.0 FUTURE TRANSIT FACILITIES OPPORTUNITIES**

Public transit facilities are not being proposed within the North Draft Plan. Thus, any future transit opportunities for the proposed development will be on Ninth Line.

As the EA for the future road widening of Ninth Line is currently underway, future transit facilities and locations on Ninth Line have yet to be determined. MiWay Transit will likely adjust the location of transit facilities on Ninth Line as the EA is prepared.



However, there are opportunities that can be identified at this stage for transit facilities and improvement on Ninth Line. An increase in transit facilities would further promote transit as a viable mode of transportation for future residents of the proposed development.

Per the City's comments on the 1<sup>st</sup> submission, future transit locations on Ninth Line must be constructed in conformance with the City's Standard Drawing 2250.020 "Concrete Bus Shelter Pad and Platform" (see **Attachment C**). Future transit locations must be barrier-free and constructed with a hard surface for accessibility and must have a 15 metre clearance at intersection stop bars with a concrete passenger landing pad to provide safe access for passengers boarding and alighting a motor bus. The concrete passenger landing pad must connect with future sidewalks or pedestrian linkages.

The City has advised that a nearside transit facility must be protected for at the north-west corner of the intersection of Ninth Line and Doug Leavens Boulevard / Street "F." This location would provide a convenient transit stop on the west side of Ninth Line fronting the North Draft Plan at the primary access via Street "F."

**Figure 1** illustrates future potential transit facilities opportunities.

## **2.0 PEDESTRIAN FACILITIES**

The City of Mississauga's Standard Drawing No. 2211.060 "Standard Minor Local Residential Road 8.0m Road on 17m ROW" identifies a 1.5 metre concrete sidewalk on one side of the roadway with boulevard separation from the roadway. The minor local roadways in the proposed development will include sidewalks on at least one side of the roadway per the City's standards.

The City's Standard Drawing No. 2211.070 "Standard Local Residential Road 8.0m Road on 20m ROW" identifies a 1.5 metre concrete sidewalk on both sides of the roadway with boulevard separation from the roadway. The local roadways in the proposed development will include sidewalks on both sides of the roadway per the City's standards.

The provision of sidewalks on the internal roadways will increase pedestrian safety and connectivity within the site. The local roadways will have sidewalks on both sides of the roadway which is an important component for Street "F", which is the primary access to the North Draft Plan and also fronts the Block 62 park which will generate higher pedestrian activity. Safe and convenient pedestrian connectivity within the site is also an important component of Street "A" which fronts the future public elementary school and thus will experience a higher proportion of children during school peak hours.

The sidewalks have been strategically located on the minor local roadways to optimize pedestrian safety and connectivity within the site. For example, the sidewalk on Street "B" (west of Street "A") is located on the west side of the roadway so that the sidewalk directly fronts the Block 63 park. The sidewalk on Street "C" is located on the east side of the roadway so that the proposed walkways between Street "C" and the laneways directly connect to the sidewalk on Street "C".

Pedestrian facilities would not be appropriate for the laneways as the laneways are not meant to provide alternative transportation connectivity to the proposed development. The only pedestrians on the laneways would likely be the residents of the dwelling units with rear lane product. The dwelling units front local and minor local roadways within the site that provide sidewalks opportunities for the residents of the dwelling units. Additionally, the development proposes midblock connections on both



sides of Lane "B"; connecting to both Street "C" and Ninth Line. These walkways will further increase pedestrian connectivity to and from the laneways.

**Figure 2** illustrates the proposed pedestrian circulation within the proposed development.

### **3.0 CYCLING FACILITIES**

No designated cycling facilities are shown in the City's Standard Drawing for minor local or local roadway cross-sections. The development does not propose any separated cycling facilities on the internal roadways.

However, there are opportunities to implement cycling facilities on the major roadways within the site (i.e. Streets "F" and "A"). Per Ontario Traffic Manual Book 18 "Cycling Facilities", a shared cycling facility designated with "sharrow" share-the-road markings or signs indicating to drivers to share the road with cyclists could be considered for implementation on local roadways Street "B", "F" and "A".

A shared cycling facility on these roadways would be beneficial on Streets "B", "F" and "A" which provide access to the North Draft Plan and front pedestrian generators such as the Block 62 park and future public elementary school. The provision of shared cycling facilities within the proposed development would encourage cycling as a viable mode of transportation for future residents of the proposed development.

**Figure 3** illustrates the potential cycling circulation within the proposed development.

### **4.0 ON-STREET PARKING OPPORTUNITIES AND CURBSIDE MANAGEMENT**

On-street parking can be provided on the internal roadways within the North Draft Plan. The pavement width of 8.0 metres is sufficient to allow a vehicle to park against the curb on the roadway while allowing two opposing through vehicles to pass each other.

It was observed that the local roads in the adjacent Lisgar residential neighbourhood are constructed with 8.0 metre pavement widths (consistent with the proposed local roadways) and permit on-street parking.

On-street parking permissions on the west side of Street "A" fronting the future public elementary school would provide additional parking opportunities for parents dropping off or picking up children at the school in addition to pick-up and drop-off facilities within the school site itself and minimize interruptions to through traffic on Street "A."

On-street parking would not be appropriate for the laneways given the reduced pavement width of 6.0 metres compared to the local and minor local roadways. However, for the dwelling units with rear-lane product, there are increased parking opportunities on the minor local roadways which the dwelling units front. There are no driveways for these dwelling units connecting to the minor local roadways, which will allow for more on-street parking fronting these units.

**Figure 4** illustrates the proposed on-street parking opportunities within the proposed development.

The City's standard cross-sections for local and minor local roadways indicate a boulevard width ranging from 2.5 metres to 4.0 metres between the roadway and the sidewalks or ROW limits. These boulevards will accommodate utilities such as streetlights, fire hydrants and hydro utility boxes, as well



as trees for roadway aesthetics. These boulevards can also accommodate curbside waste and recycling collection per the standards set out in the Region of Peel's Waste Collection Design Manual (2016) for single-detached and townhouse dwelling units.

The proposed laneway cross-section indicates a 1.5-metre-wide boulevard between the roadway and the ROW limits. This boulevard will accommodate proposed utilities such as streetlights and can also accommodate curbside waste and recycling collection per the standards set the Region of Peel's Waste Collection Design Manual (2016) for townhouse dwelling units.

## **5.0 FUTURE TRAFFIC CALMING OPPORTUNITIES**

Traffic calming measures to reduce vehicle speeds and volumes on roadways are typically evaluated at the detailed design stage of the Draft Plan of Subdivision. However, there are opportunities that can be identified at this stage for traffic calming measures to mitigate potential future speed and volume issues on the roadway and increase safety for the more vulnerable road users (i.e. pedestrians and cyclists).

For example, curb extensions at intersections would reduce the pavement width at intersections for drivers and thus encourage drivers to reduce operating speeds. Curb extensions would also decrease the required crossing distance on the roadway for pedestrians.

It is noted that on-street parking can be considered as a form of traffic calming, as parked vehicles against the curb would reduce the available pavement width for opposing through drivers to pass each other (thus reducing driver operating speeds).

Traffic calming would not be appropriate for the laneways as the geometric properties and function of the laneways would not be expected to yield speed or traffic volume concerns that need to be addressed via traffic calming. The short span of the laneways compared to the local and minor local roadways, the narrow pavement widths and location in the rear of dwelling units would not facilitate high operating speeds or traffic volumes within the laneways.

**Figure 5** illustrates future potential traffic calming opportunities within the proposed development.

## **6.0 CROSS-SECTIONS**

The ROW justification package also includes cross-section details for the internal roadways within the site, specifically:

- Street name;
- Road classification;
- ROW width;
- Pavement width;
- Lane width;
- Boulevard width;
- Sidewalks, curbs, splash pads, grades; and
- All above and below ground utilities.



## 6.1 Local Roadways

Streets "A" and "F" are proposed as local roadways and will be constructed in conformance with the cross-section details outlined in the City's Standard Drawing No. 2211.070 "Standard Local Residential Road 8.0m Road on 20m ROW."

**Figure 6** illustrates the typical cross-section details for the proposed local roadways within the site.

## 6.2 Minor Local Roadways

Streets "B", "C", "D" and "E" are proposed as minor local roadways and will be constructed in conformance with the cross-section details outlined in the City's Standard Drawing No. 2211.060 "Standard Minor Local Residential Road 8.0m Road on 17m ROW."

**Figure 7** illustrates the typical cross-section details for the proposed minor local roadways within the site.

## 6.3 Laneways

Lanes "A" and "B" will be constructed with a pavement width of 6.6 metres and ROW width of 10 metres. This roadway width and pavement width has been designed with sufficient cross-section space for streetlights and mountable curbs. The rear laneways will have private garages that are located a minimum of 0.6 metres from the rear property line.

It is proposed that the wastewater and water servicing of the residential units fronting Ninth Line will be provided via service connections from the proposed local 250mm diameter wastewater sewer and 150mm diameter watermain to be installed within the future Ninth Line ROW. Alternatively, the service connections could be provided from the local wastewater and water services installed within Lane "B".

Details of the design are addressed in the "February 2020 Functional Servicing and Stormwater Management Report by RAND Engineering." The addition of these services will not adversely impact the function of the laneway from a traffic operations and safety perspective.

**Figure 8** illustrates the proposed laneway cross-section prepared by RAND Engineering Corporation.

## 7.0 VEHICLE TURNING DIAGRAMS

Vehicle turning analysis was conducted for the local and minor local roadways in the North Draft Plan using a firetruck and waste collection truck. The purpose of the vehicle turning analysis is to determine if the proposed ROWs are sufficient for the internal roadways and not result in any maneuverability constraints. It was determined that the proposed ROWs are sufficient to facilitate vehicle maneuverability for the noted vehicle profiles. **Attachment D** contains the vehicle turning diagrams.

Vehicle turning analysis was also conducted for lanes "A" and "B" in the North Draft Plan using a firetruck and waste collection truck, and it was determined that the 10 metre ROW laneways are sufficient to facilitate vehicle maneuverability for the noted vehicle profiles.

The rear laneways will have private garages that are located a minimum of 0.6 metres from the rear property line. Additional vehicle turning analysis was conducted for a passenger car pulling into and



reversing out of a residential garage fronting the laneway with no maneuverability constraints (see Figure 3, **Attachment D**).

## 8.0 SUMMARY

This ROW Justification Package includes: plan views and descriptions for public transit facilities, pedestrian facilities, cycling facilities, on-street parking and curbside management, and traffic calming; cross-section details for each street, and vehicle turning diagrams for the proposed roadways.

Furthermore, a Traffic Impact Study has been prepared for the North Draft Plan and has been included with this submission. The study demonstrates how the full build-out can be supported from a transportation operations and safety perspective with the implementation of the noted recommendations.

We trust that this ROW Justification package is satisfactory. Should you have any questions or require any further information, please feel free to give us a call.


Yours truly,

**C.F. CROZIER & ASSOCIATES INC.**



Alexander J. W. Fleming, MBA, P.Eng.  
Associate

**C.F. CROZIER & ASSOCIATES INC.**



Darren J. Loro, C.E.T.  
Transportation Technologist

Encl.

Figure 1 – Future Transit Facilities Opportunities  
Figure 2 – Proposed Pedestrian Circulation  
Figure 3 – Potential Cycling Circulation  
Figure 4 – Proposed On-Street Parking Opportunities  
Figure 5 – Future Traffic Calming Opportunities  
Figure 6 – Local Roadway Cross-Section  
Figure 7 – Minor Local Roadway Cross-Section  
Figure 8 – Proposed Laneway Cross-Section

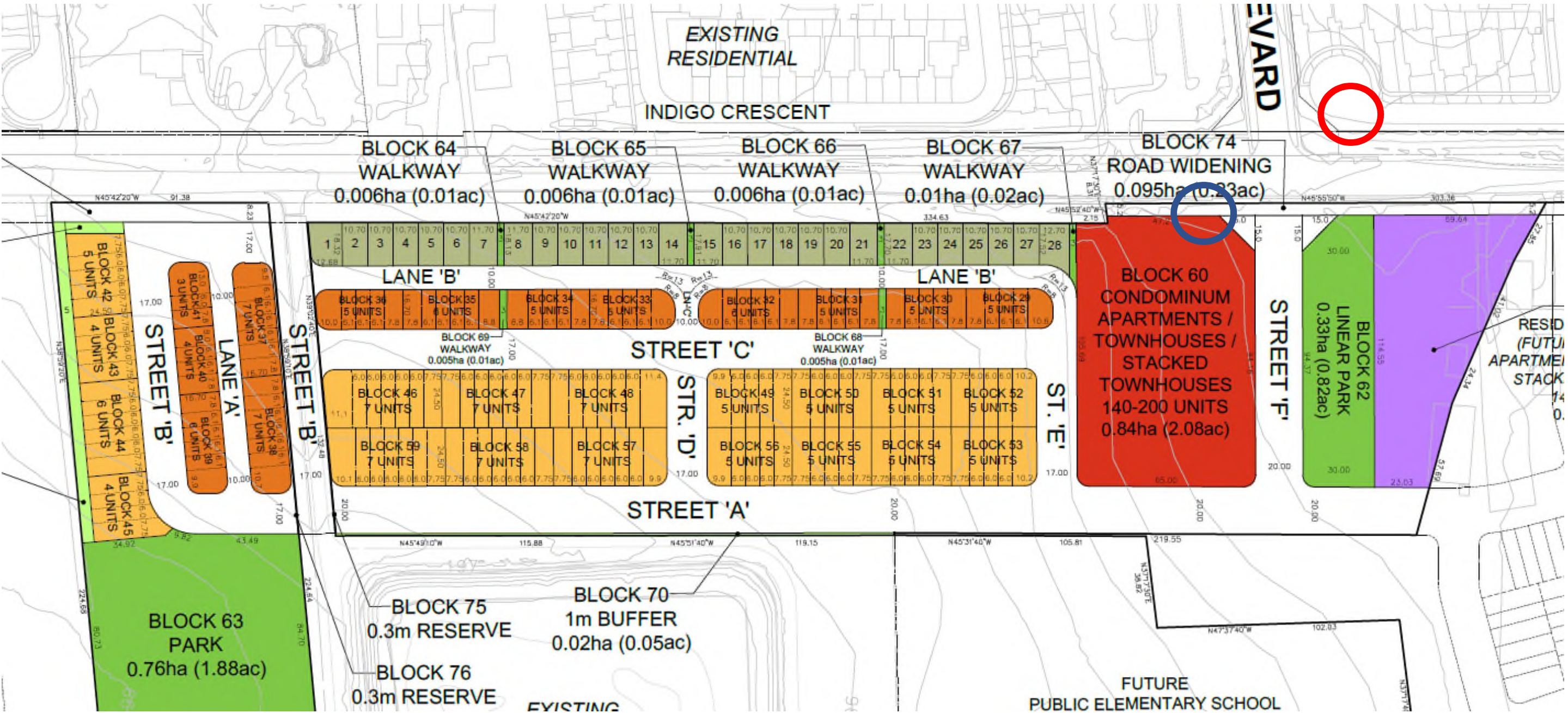
Attachment A – Draft Plans  
Attachment B – ROW Justification Terms of Reference  
Attachment C – City of Mississauga Standard Drawing 2250.020  
Attachment D – Vehicle Turning Diagrams

/dl

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FIGURE 1: FUTURE TRANSIT FACILITIES OPPORTUNITIES



LEGEND:



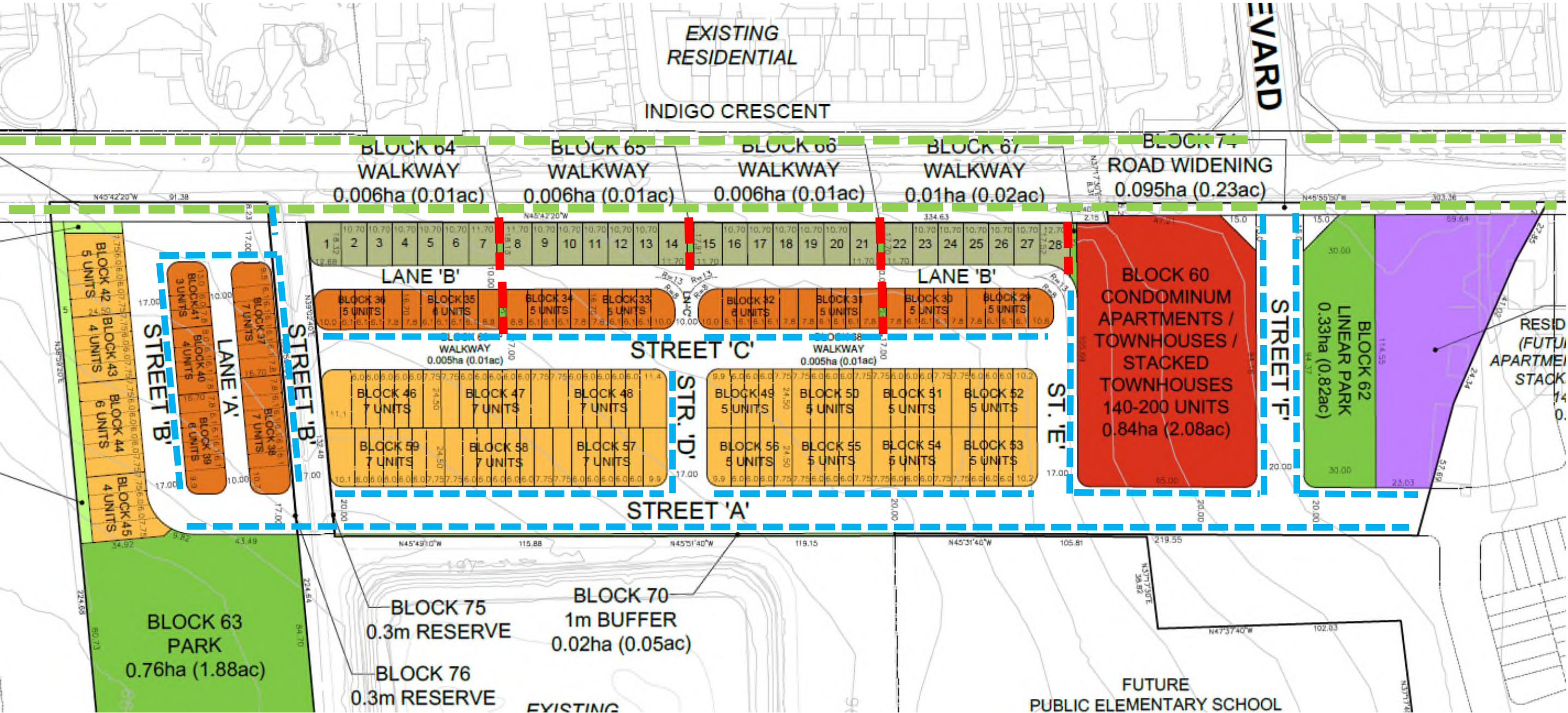
-  EXISTING TRANSIT BUS STOP
-  FUTURE TRANSIT BUS SHELTER (TO BE DETERMINED VIA EA)



FIGURE 2: PROPOSED PEDESTRIAN CIRCULATION

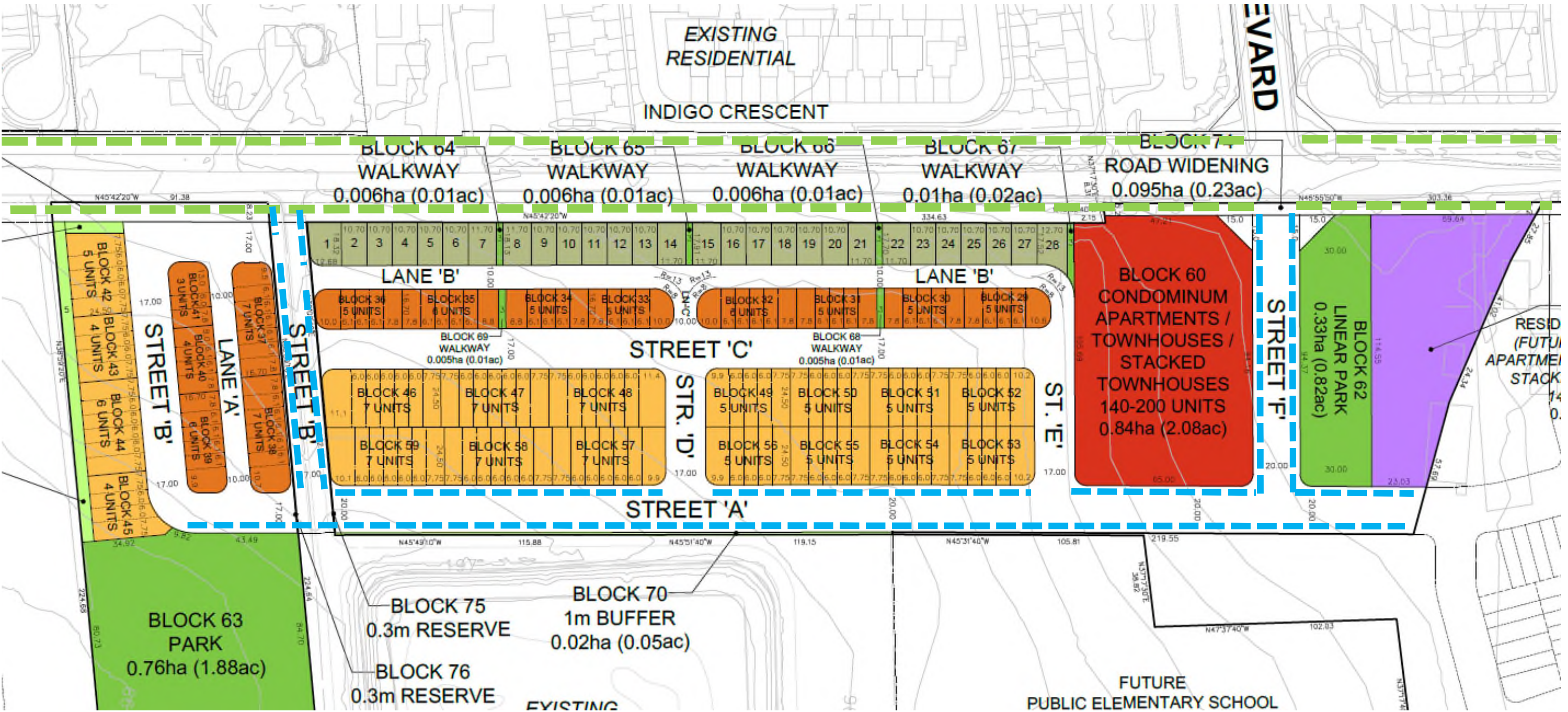


LEGEND:

- PEDESTRIAN SIDEWALK
- PEDESTRIAN MIDBLOCK CONNECTIONS
- FUTURE POTENTIAL PEDESTRIAN FACILITY ON NINTH LINE (TO BE DETERMINED VIA EA)



FIGURE 3: POTENTIAL CYCLING CIRCULATION

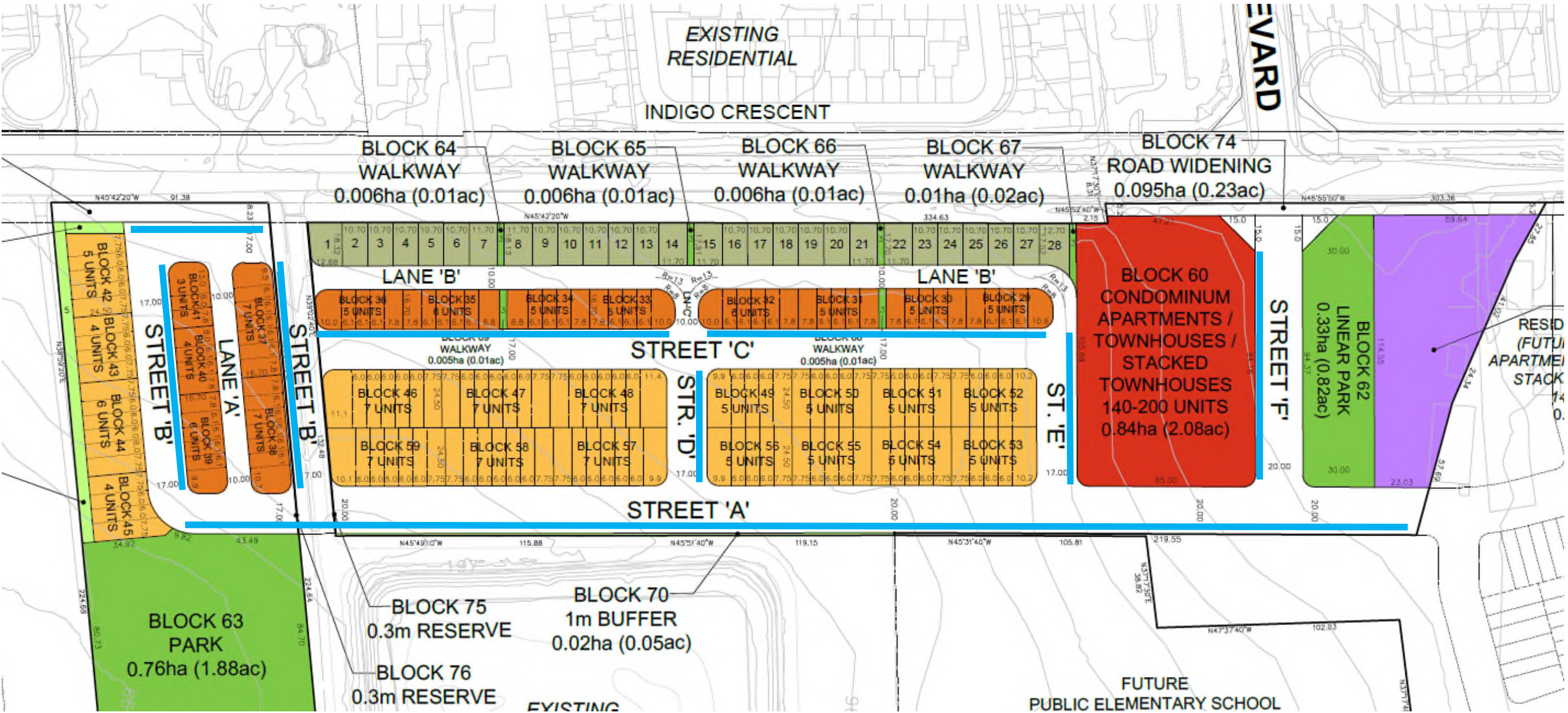


LEGEND:

-  POTENTIAL SHARED CYCLING FACILITY
-  FUTURE POTENTIAL DESIGNATED CYCLING FACILITY ON NINTH LINE (TO BE DETERMINED VIA EA)



FIGURE 4: PROPOSED ON-STREET PARKING OPPORTUNITIES

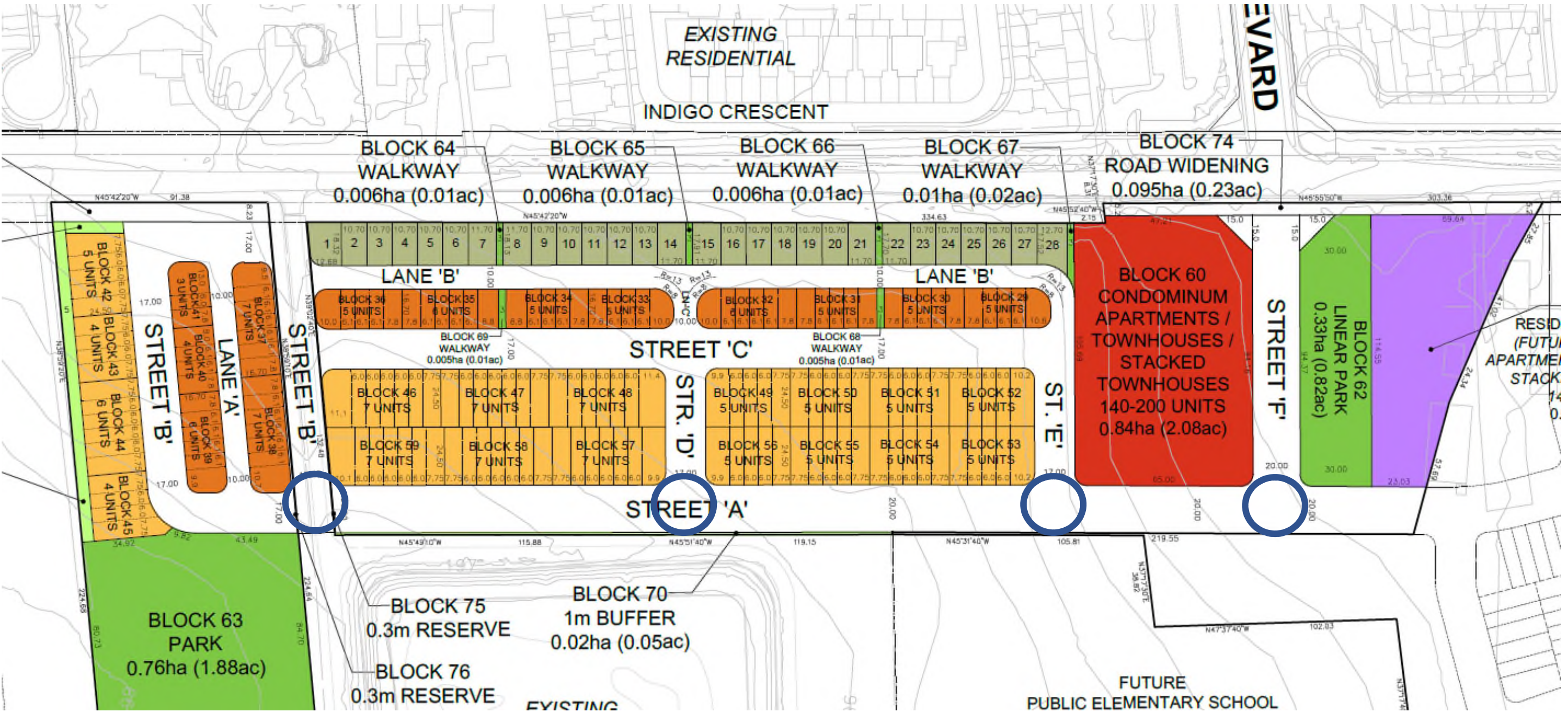


LEGEND:

PROPOSED ON-STREET PARKING



FIGURE 5: FUTURE TRAFFIC CALMING OPPORTUNITIES




LEGEND:  
 CURB EXTENSION

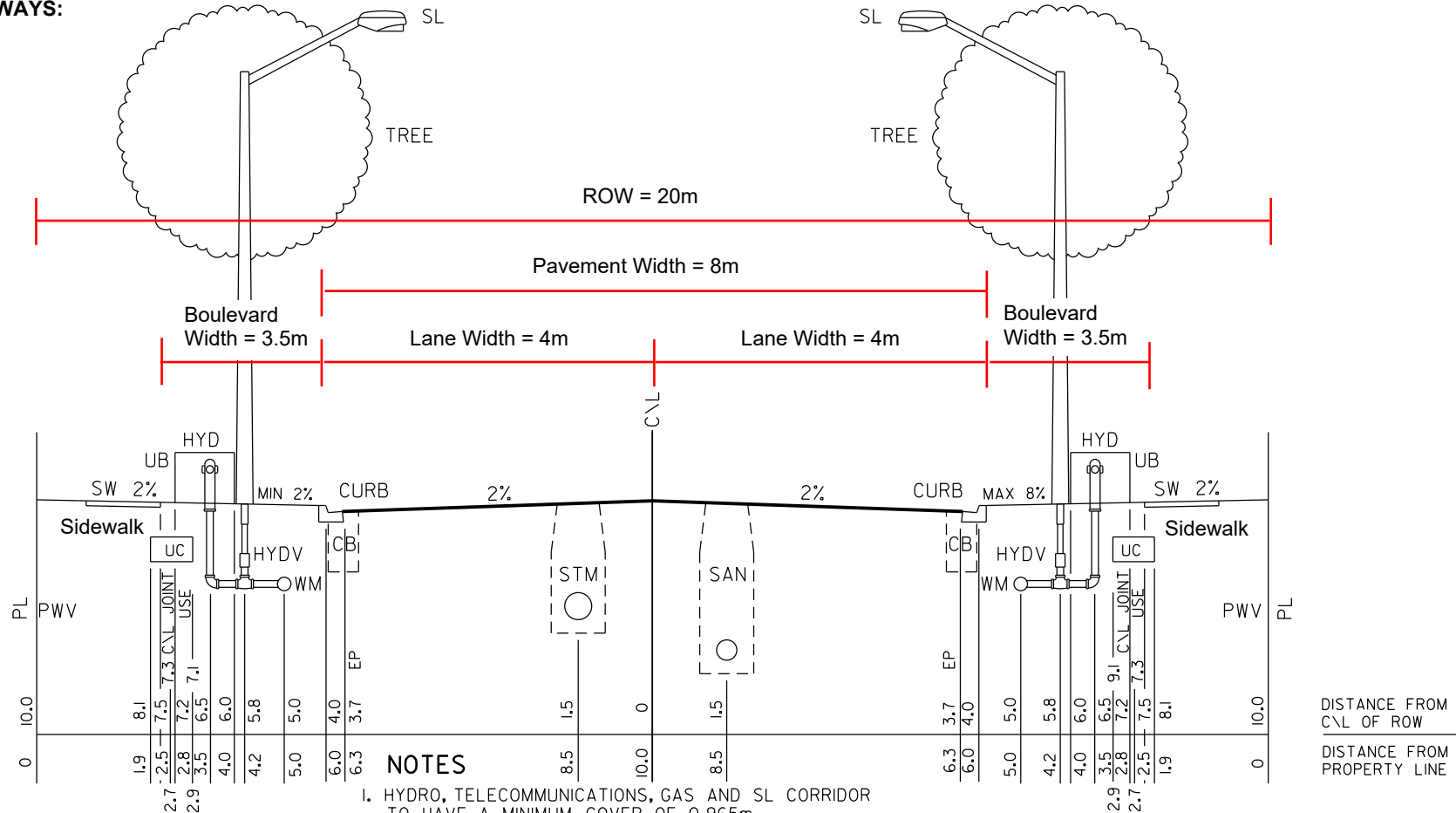


FIGURE 6: LOCAL ROADWAY CROSS-SECTION

METRIC  
ALL DIMENSIONS IN METRES

APPLICABLE ROADWAYS:

STREET "A"  
STREET "F"



LEGEND

- EP - EDGE OF PAVEMENT
- CB - CATCH BASIN
- CURB - CURB OR CURB AND GUTTER
- C/L - CENTRELINE
- GAS - GAS MAIN
- HYD - FIRE HYDRANT
- HYDV - FIRE HYDRANT VALVE
- PWV - PRIVATE WATER VALVE
- PL - PROPERTY LINE
- SL - STREETLIGHT
- SW - SIDEWALK
- SAN - SANITARY SEWER
- STM - STORM SEWER
- UB - UTILITY BOX (HYDRO, TELECOMMUNICATIONS)
- UC - UTILITY CORRIDOR (HYDRO, TELECOMM, GAS, SL)
- UP - UTILITY POLE
- WM - WATERMAIN



STANDARD  
LOCAL RESIDENTIAL ROAD  
8.0m ROAD ON 20m ROW

EFF. DATE		2002-01-01	SCALE	N.T.S.
REV.	7	2015-06-05	STANDARD No. 22II.070	

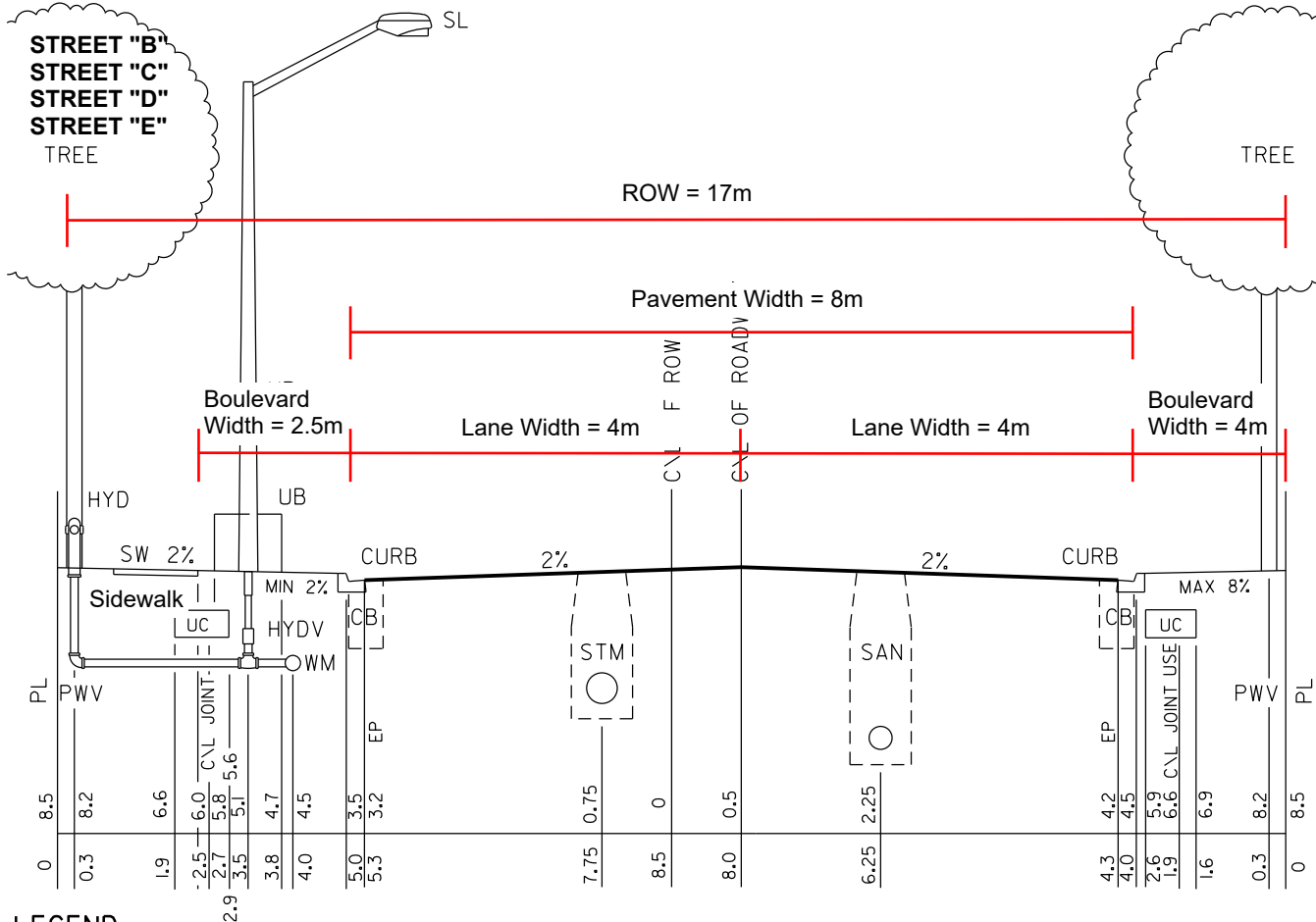


FIGURE 7: MINOR LOCAL ROADWAY CROSS-SECTION

METRIC  
ALL DIMENSIONS IN METRES

APPLICABLE ROADWAYS:

STREET "B"  
STREET "C"  
STREET "D"  
STREET "E"  
TREE



NOTES

1. HYDRO, GAS, TELECOMMUNICATIONS AND SL CORRIDOR TO HAVE A MINIMUM COVER OF 0.965m.
2. WATERMAIN TO HAVE A MINIMUM COVER OF 1.7m.
3. IF UTILITIES CANNOT BE INSTALLED ACCORDING TO THIS STANDARD THEY ARE TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE PRESCRIBED LOCATION SUBJECT TO THE APPROVAL OF THE TRANSPORTATION AND WORKS DEPARTMENT OF THE CITY OF MISSISSAUGA.
4. A 0.4m - 0.6m CLEARANCE MUST BE MAINTAINED BETWEEN CABLES AND HYDRANTS.
5. A 0.3m CLEARANCE MUST BE MAINTAINED BETWEEN WATERMAINS AND UTILITY POLES.
6. SIDEWALKS REQUIRED ON ONE SIDE ONLY ON STREETS OTHER THAN CUL-DE-SACS.
7. SIDEWALKS REQUIRED ON ONE SIDE ONLY ON CUL-DE-SACS SERVICING DEVELOPMENTS OTHER THAN SINGLE FAMILY OR SEMI-DETACHED DWELLINGS OR WHERE SIDEWALKS WILL FORM PART OF A WALKWAY SYSTEM.
8. SIDEWALKS WILL NOT BE REQUIRED ON CUL-DE-SACS SERVICING SINGLE FAMILY OR SEMI-DETACHED DWELLINGS.
9. ROAD WIDTH IS MEASURED FROM FACE OF CURB TO FACE OF CURB AS DEFINED ON OPSD STD. 600.040 CURB & GUTTER. PAVEMENT WIDTH IS MEASURED FROM EDGE OF PAVEMENT (EP) TO EDGE OF PAVEMENT (EP).
10. FOR LOCATION OF GAS MAIN WITHIN UTILITY CORRIDOR REFER TO STD. 2211.280

LEGEND

- EP - EDGE OF PAVEMENT
- CB - CATCH BASIN
- CURB - CURB OR CURB AND GUTTER
- C/L - CENTRELINE
- GAS - GAS MAIN
- HYD - FIRE HYDRANT
- HYDV - FIRE HYDRANT VALVE
- PWV - PRIVATE WATER VALVE
- PL - PROPERTY LINE
- SL - STREETLIGHT
- SW - SIDEWALK
- SAN - SANITARY SEWER
- STM - STORM SEWER
- UB - UTILITY BOX (HYDRO, TELECOMMUNICATIONS)
- UC - UTILITY CORRIDOR (HYDRO, TELECOMMUNICATIONS, SL, GAS)
- UP - UTILITY POLE
- WM - WATERMAIN



STANDARD			
MINOR LOCAL RESIDENTIAL ROAD			
8.0m ROAD ON 17m ROW			
EFF. DATE	2002-01-01	SCALE	N.T.S.
REV.	8	2015-06-04	STANDARD No. 2211.060



PROJECT No. 13958

**FIGURE No. 8**

SCALE: N.T.S.

# LANEWAY

## 10.0m R.O.W. CROSS SECTION

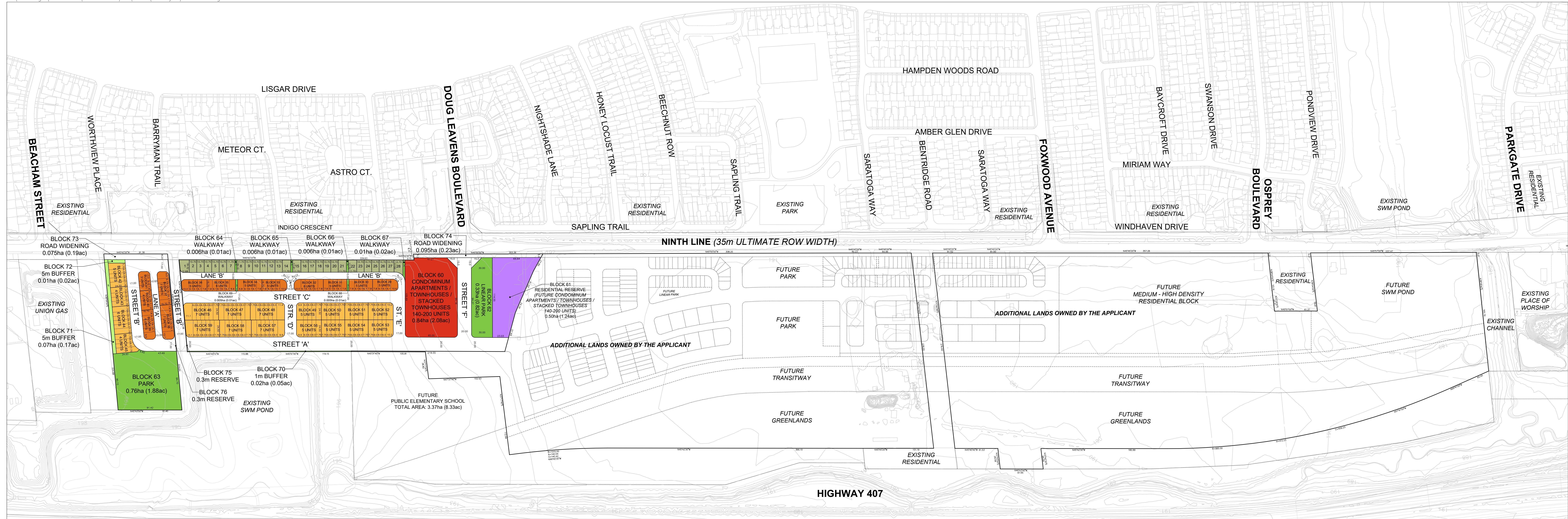




# **ATTACHMENT A**

Draft Plans





**DRAFT PLAN OF SUBDIVISION  
DERRY BRITANNIA  
DEVELOPMENTS LIMITED  
(NORTH PROPERTIES)**

PART OF LOTS 6,7,8 & 9, CONCESSION 9, N.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

## OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED  DATE MAY 9, 2019  
TIM WARNER, A.S.O.  
DERRY BRITANNIA DEVELOPMENTS LIMITED

### SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED  DATE MAY 23, 2019  
SUNIL PERERA, O.L.S.  
J.D. BARNES LIMITED

### ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

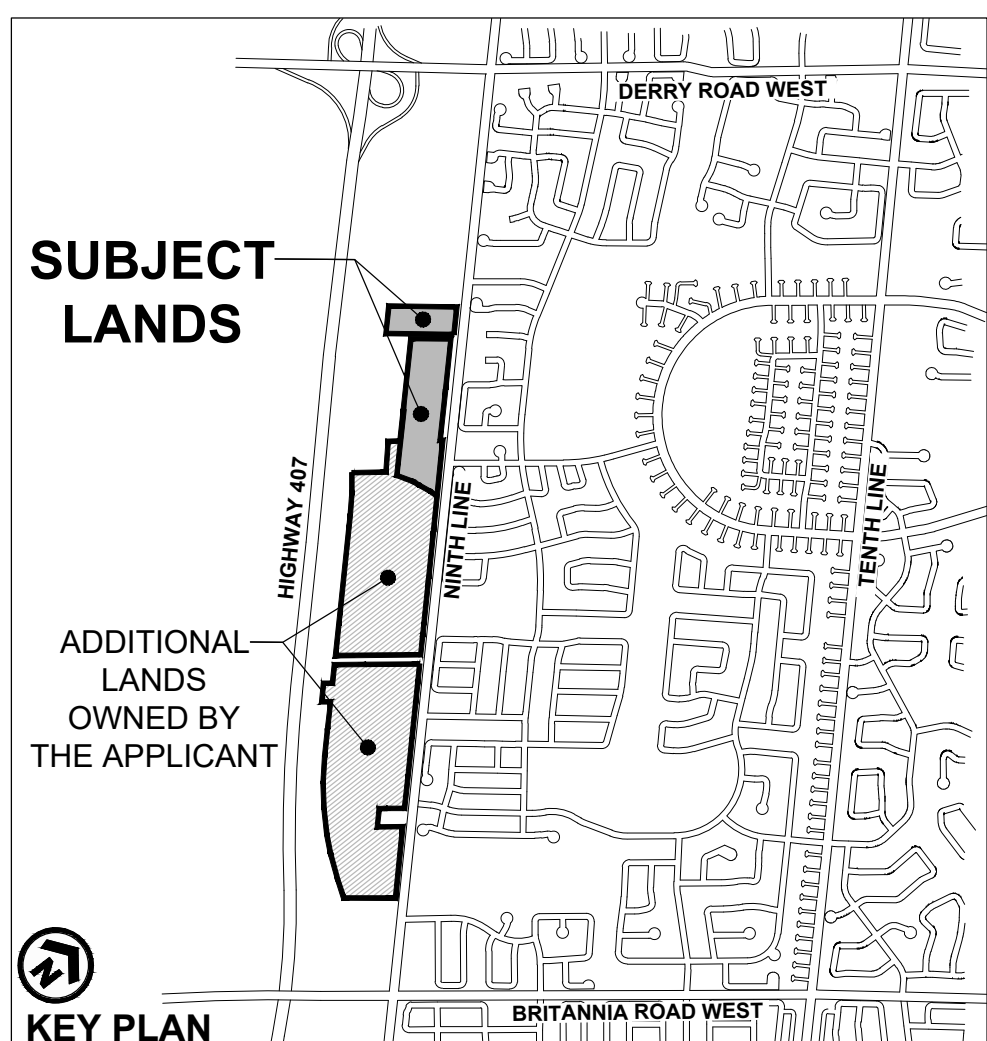
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED  
I) SANDY LOAM AND CLAY LOAM  
K) SANITARY AND STORM SEWERS TO BE PROVIDED

## NOTES

- ALL DAYLIGHT ROUNDINGS ARE 5m UNLESS OTHERWISE NOTED

## LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPNHA)
REAR LANE DETACHED - 10.7m (35')	1-28	0.56	1.38	28	50.0
REAR LANE TOWNHOUSE - 6.05m (20')	29-41	0.80	1.98	69	86.3
STREET TOWNHOUSE - 6.0m (20')	42-59	1.70	4.20	101	59.4
CONDO APARTMENTS / TOWNS / STACKS	60	0.84	2.08	140-200	166.7-238.1
RESIDENTIAL RESERVE	61	0.50	1.24		
PARK / WALKWAY	62-69	1.13	2.79		
BUFFERS	70-72	0.10	0.25		
ROAD WIDENINGS	73,74	0.17	0.42		
0.3m RESERVES	75,76	0.00	0.00		
10.0m LANEWAY (447m LENGTH)		0.46	1.14		
17.0m LOCAL ROW (634m LENGTH)		1.10	2.72		
20.0m LOCAL ROW (572m LENGTH)		1.17	2.89		
<b>TOTAL</b>	<b>76</b>	<b>8.53</b>	<b>21.08</b>	<b>338-398</b>	<b>86.7-102.1</b>



SCALE: 1:2000  
(24" x 45")  
APRIL 3, 2020







**DRAFT PLAN OF SUBDIVISION  
DERRY BRITANNIA  
DEVELOPMENTS LIMITED  
(SOUTH PROPERTIES)**

PART OF LOTS 6,7,8 & 9, CONCESSION 9, N.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

## OWNERS CERTIFICATE

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SIGNED  DATE MAY 9, 2019  
TIM WARNER, A.S.O.  
DERRY BRITANNIA DEVELOPMENTS LIMITED

## SURVEYORS CERTIFICATE

\_\_\_\_\_

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED  \_\_\_\_\_ DATE   MAY 23, 2019  

SUNIL PERERA, O.L.S.  
J.D. BARNES LIMITED

### ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

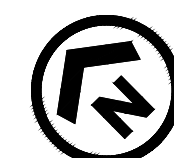
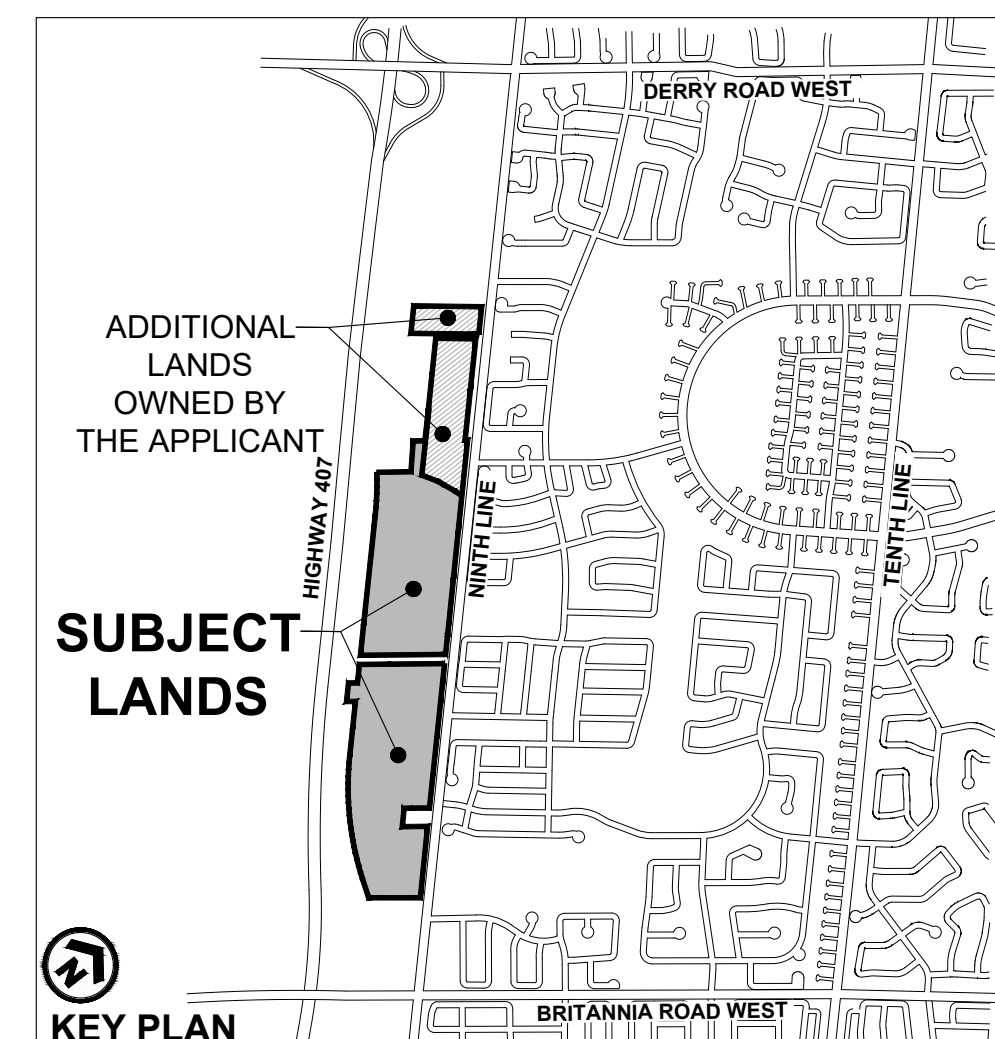
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED  
I) SANDY LOAM AND CLAY LOAM  
K) SANITARY AND STORM SEWERS TO BE PROVIDED

## NOTES

- ALL DAYLIGHT ROUNDINGS ARE 5m UNLESS OTHERWISE NOTED

## LAND USE SCHEDULE

LAND USE	BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPNHA)
REAR LANE TOWNHOUSE - 6.05m (20')	1-17	1.29	3.19	109	84.5
STREET TOWNHOUSE - 6.0m (20')	18-36	1.72	4.25	94	54.7
CONDOMINIUM DUPLEX	37-62	1.71	4.23	148	86.5
CONDO APARTMENTS / TOWNS / STACKS	63	4.52	11.17	350-1,360	77.4-300.9
RESIDENTIAL RESERVE	64-69	0.49	1.21		
PARK / WALKWAY / TRAIL	70-80	2.09	5.16		
PUBLIC ELEMENTARY SCHOOL	81	0.63	1.56		
SWM POND	82	2.87	7.09		
GREENLANDS	83,84	8.62	21.30		
TRANSITWAY / TRANSITWAY BUFFER	85-89	7.09	17.52		
ROAD WIDENINGS	90-92	0.65	1.61		
0.3m RESERVES	93-99	0.00	0.00		
10.0m LANEWAY (813m LENGTH)		0.83	2.05		
17.0m LOCAL ROW (1,298m LENGTH)		2.25	5.56		
20.0m LOCAL ROW (887m LENGTH)		1.80	4.45		
<b>TOTAL</b>	<b>99</b>	<b>36.56</b>	<b>90.34</b>	<b>701-1,711</b>	<b>75.8-185</b>



SCALE: 1:2000  
(24" x 45")  
APRIL 3, 2020





## **ATTACHMENT B**

ROW Justification Terms of Reference



## Darren Loro

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**From:** Craig Scarlett <Craig.Scarlett@mattamycorp.com>  
**Sent:** March 27, 2020 3:22 PM  
**To:** Alex Fleming; Darren Loro  
**Cc:** Flora Tang; Tim Warner; Jim Levac; Jennifer Spalton  
**Subject:** FW: T-19003/4 W10 - Mattamy Subdivisions - Right-of-Way Package (ToR)

Alex/Darron – please see below. Can you please review and we should connect early next week to discuss next steps.

Thanks,



**Craig Scarlett**  
**Senior Land Development Manager**  
T (905) 907-8372 (direct). C (416) 991-6403. F (905) 907-8300.  
[craig.scarlett@mattamycorp.com](mailto:craig.scarlett@mattamycorp.com)  
Greater Toronto East Division  
7880 Keele Street, Unit 3, Suite 400, Vaughan, ON CAN L4K 4G7

*Is my Daughter a moody teenager who won't leave her room, or a Pro-Level Self-Isolator who has been perfecting her craft for the past 1½ years?*

Notice: This email is intended for use of the party to whom it is addressed and may contain confidential information. If you have received this email in error, please inform me and delete it. Thank you.

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**From:** Ashlee Rivet <Ashlee.Rivet@mississauga.ca>  
**Sent:** March 27, 2020 2:43 PM  
**To:** Craig Scarlett <Craig.Scarlett@mattamycorp.com>; Tim Warner <Tim.Warner@mattamycorp.com>; Jim Levac <jiml@gsai.ca>  
**Cc:** Chris Rouse <Chris.Rouse@mississauga.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Emma Calvert <Emma.Calvert@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Cynthia Urdaneta <Cynthia.Urdaneta@mississauga.ca>  
**Subject:** T-19003/4 W10 - Mattamy Subdivisions - Right-of-Way Package (ToR)

Hi Craig, Tim and Jim,

As discussed during our call today, below is the Terms of Reference Ryan Au mentioned for the Right of Way Package. Should you have any questions please reach out to Ryan directly (copied hereto).

Thanks,  
Ashlee

### PROPOSED ROAD NETWORK – RIGHT OF WAY PACKAGE

The developer is to submit a right-of-way package that includes details of all design elements within a proposed right-of-way for each proposed street. The right-of-way package is to be prepared in two parts:

(A) The right-of-way package shall include plan views and a description for each of the following considerations:

- Public Transit Facilities;
- Pedestrian Facilities;
- Cycling Facilities;



- On-Street Parking and Curbside Management; and
- Traffic Calming

(B) The right-of-way package shall also include typical cross-section details of each street that include the following information:

- Street Name;
- Road Classification;
- Right-of-way widths;
- Pavement widths and lane widths;
- Boulevard widths;
- Sidewalks, curbs, splash pads, grades; and
- All above and below ground utilities

The right-of-way package, details and contents within are subject to change while servicing is being resolved. The right of way package is not limited to the information above and may evolve and further comments will be provided through the development review process.

Thanks,



**Ryan Au, P.Eng.**

Traffic Planning Coordinator

T 905-615-3200 ext. 3713

[ryan.au@mississauga.ca](mailto:ryan.au@mississauga.ca)

[City of Mississauga](#) | Transportation & Works Department

201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4

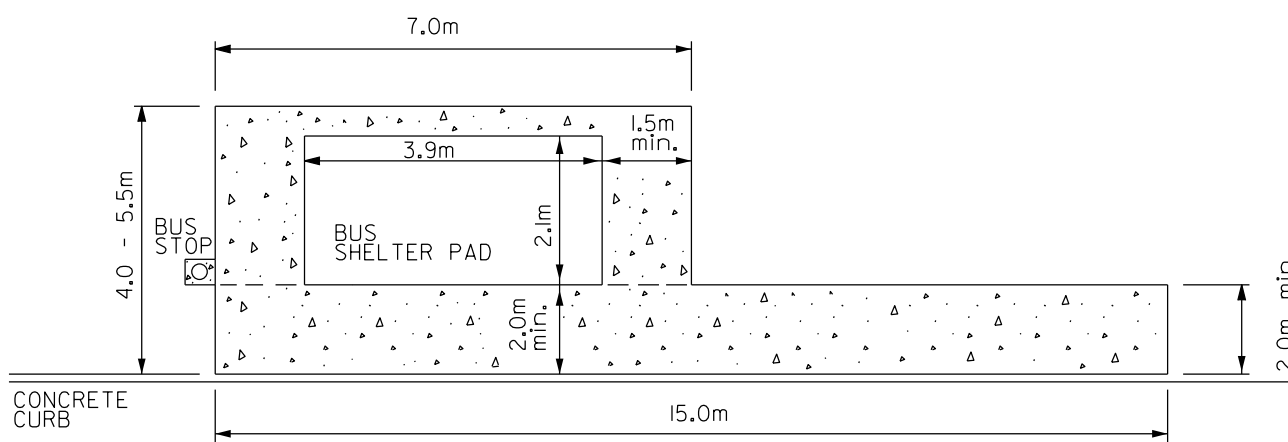
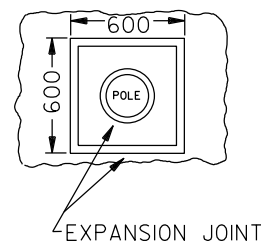
Please consider the environment before printing.



## **ATTACHMENT C**

City of Mississauga Standard Drawing 2250.020



DETAIL OF 'BOX OUT'  
FOR UTILITY STRUCTURE

STANDARD BUS PLATFORM WITH SHELTER CAPACITY (PLAN VIEW)

**NOTES:**

1. NOT TO SCALE.
2. FINAL PLATFORM MAY VARY. LOCATION AND SHELTER PLACEMENT TO BE APPROVED BY CITY OF MISSISSAUGA.
3. CONCRETE SHALL BE CSA C-2 AND IN ACCORDANCE WITH OPSS 351, OPSS 904 AND OPSS 1350
4. THIS STANDARD TO BE READ IN CONJUNCTION WITH CITY STANDARD SIDEWALK DWG. 2240.010, 2240.011 AND 2240.040
5. ALL PADS AND PLATFORMS TO BE SLOPED 2% TOWARDS THE ROAD OR AS OTHERWISE NOTED.
6. CONCRETE SIDEWALKS, PADS, CONNECTING WALKWAYS, AND CURBS/PLATFORMS MUST BE INTEGRATED AND HAVE SPACE TO ALLOW FOR UNHINDERED WHEELCHAIR ACCESS FROM THE SIDEWALK TO THE BUS STOP.
7. WHERE EDGES OF CONCRETE SHELTER PAD ARE ADJACENT TO CURB AND/OR SIDEWALK, EXPANSION JOINT MATERIAL MUST BE USED.
8. BUS STOP POST MUST BE A MINIMUM OF 0.60m FROM FACE OF CURB.
9. FOR BUS SHELTER PAD DESIGN AND COMPONENTS REFER TO STANDARD DWG. No. 2250.030
10. CONCRETE PLATFORM THICKNESS IS TO BE 180mm (min.)
11. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

CONCRETE BUS SHELTER PAD  
AND PLATFORM

EFF. DATE: APRIL 2010			SCALE:	N.T.S.
REV.	3	DRAWN: JFA	STANDARD No.	2250.020



## **ATTACHMENT D**

### Vehicle Turning Diagrams





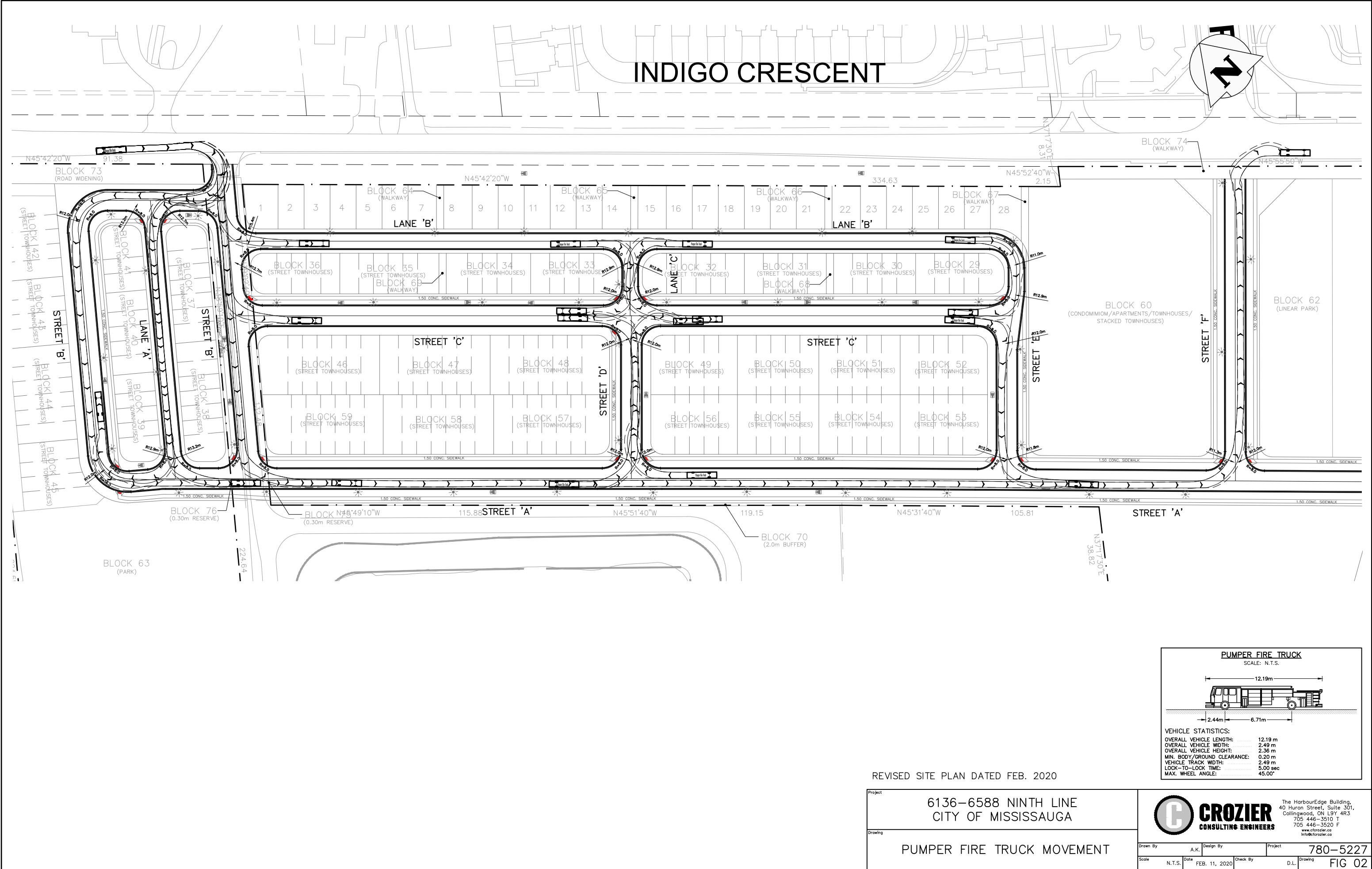
The HarbourEdge Building,  
40 Huron Street, Suite 301,  
Collingwood, ON L9Y 4R3  
705 446-3510 T  
705 446-3520 F  
[www.cfcrozler.ca](http://www.cfcrozler.ca)  
[info@cfcrozler.ca](mailto:info@cfcrozler.ca)

6136-6588 NINTH LINE  
CITY OF MISSISSAUGA

REFUSE TRUCK MOVEMENT

Drawn By A.K.		Design By		Project 780-5227	
Scale N.T.S.	Date FEB. 11, 2020	Check By		D.L.	Drawing FIG 01





REVISED SITE PLAN DATED FEB. 2020

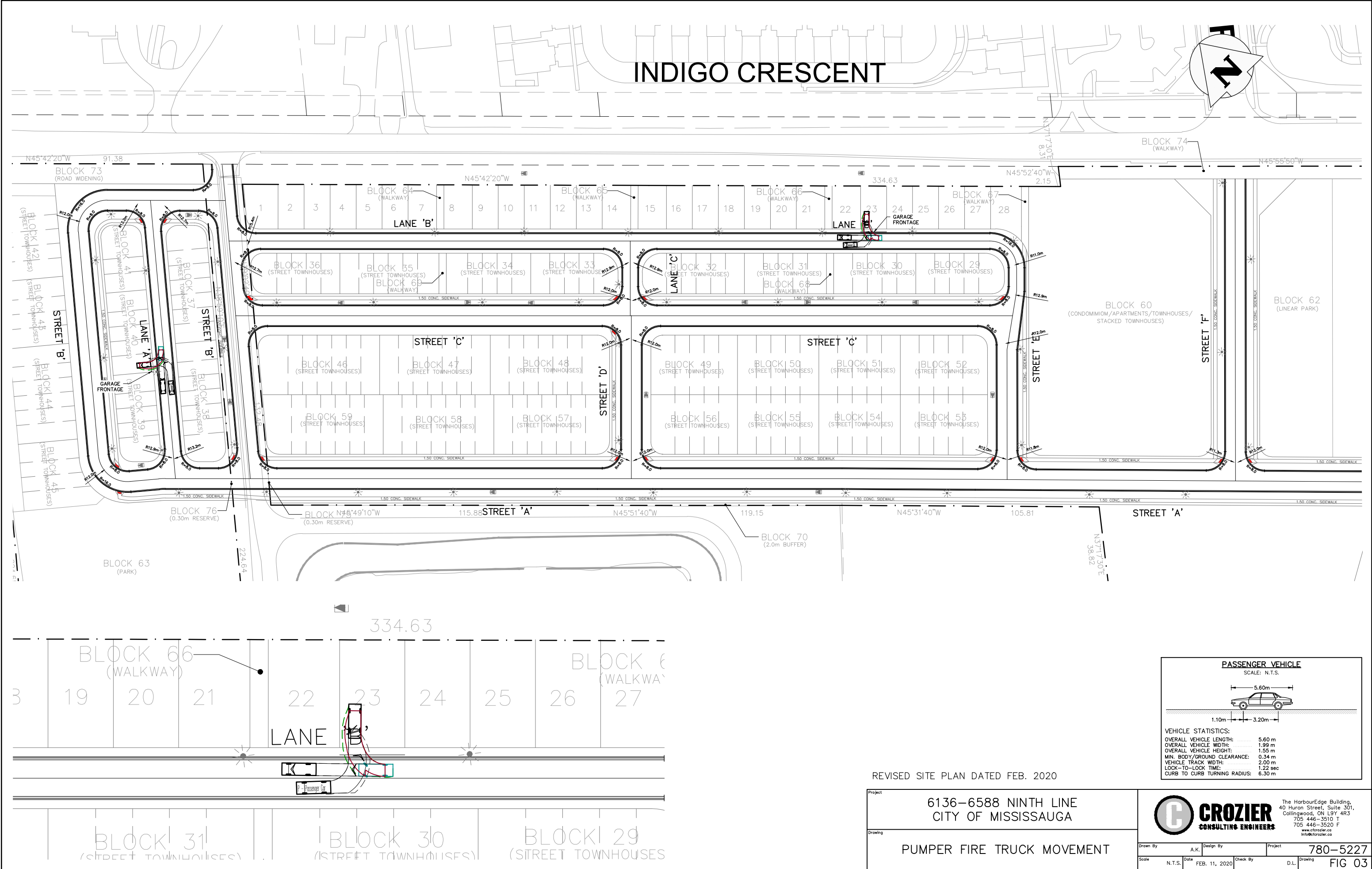
Project		6136-6588 NINTH LINE CITY OF MISSISSAUGA	
Drawing		PUMPER FIRE TRUCK MOVEMENT	
Drawn By	A.K.	Design By	Project
Scale	N.T.S.	Date	FEB. 11, 2020
Check By	D.L.	Drawing	FIG 02

**CROZIER**  
CONSULTING ENGINEERS


The HarbourEdge Building,  
40 Huron Street, Suite 301,  
Collingwood, ON L9Y 4R3  
705 446-3510 T  
705 446-3520 F  
www.crozier.ca  
info@crozier.ca



J:\700\780 - Mattamy Development\5227-Ninth Line\CAD\Traffic\Sheets\5227\_C301.dwg, 2020-04-09 2:33:57 PM, DWG To PDF.pc3



REVISED SITE PLAN DATED FEB. 2020

Project		6136-6588 NINTH LINE CITY OF MISSISSAUGA		 <div>The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F <a href="http://www.crozier.ca">www.crozier.ca</a> <a href="mailto:info@crozier.ca">info@crozier.ca</a></div>			
Drawing		PUMPER FIRE TRUCK MOVEMENT					
Drawn By	A.K.	Design By	Project				
Scale	N.T.S.	Date	FEB. 11, 2020	Check By	D.L.	Drawing	780-5227 FIG 03